

Guide for Aircraft Rescue and Fire-Fighting Operations

2019



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NFPA® 402

Guide for

Aircraft Rescue and Fire-Fighting Operations

2019 Edition

This edition of NFPA 402, *Guide for Aircraft Rescue and Fire-Fighting Operations*, was prepared by the Technical Committee on Aircraft Rescue and Fire Fighting. It was issued by the Standards Council on November 5, 2018, with an effective date of November 25, 2018, and supersedes all previous editions.

This edition of NFPA 402 was approved as an American National Standard on November 25, 2018.

Origin and Development of NFPA 402

These standard operating procedures were first developed by the sponsoring NFPA committee in 1947 and were first adopted by the Association in 1949. They were amended in 1951, 1969, 1973, and 1978. In 1984, the committee combined the text of NFPA 406M, *Manual on Aircraft Rescue and Fire Fighting Techniques for Fire Departments Using Structural Fire Apparatus and Equipment*, with the text of NFPA 402, *Recommended Practice for Aircraft Rescue and Fire Fighting Operational Procedures for Airport Fire Departments*, and re-identified the document as NFPA 402M. The entire texts of both NFPA 402 and NFPA 406M were revised to create NFPA 402M. The 1989 edition of NFPA 402M was a complete revision of the manual. This guide was revised again in 1991.

The aircraft figures were deleted for the 1996 edition. A comprehensive collection of figures is now available in a publication titled *NFPA Aircraft Familiarization Charts Manual*.

The 2002 edition was a partial revision.

The 2008 edition was a partial revision.

For the 2013 edition, the Committee on Aircraft Rescue and Fire Fighting updated several photos of aircraft and appliances that were no longer in use or just out of date and brought the document up to date with the *Manual of Style for NFPA Technical Committee Documents*. The committee also updated the use and application of foam and foam types due to potential environmental impacts regarding the use of certain foams.

For the 2019 edition, the committee updated and deleted photos that were either out of date or no longer relevant to the document. The committee updated several definitions in the document so that they were in line with accepted industry practices relative to aircraft rescue and fire fighting. The committee added language to address the fact that passenger evacuation might have already begun prior to the arrival of aircraft rescue and fire-fighting crews. Also included was language on the increased presence of lithium ion batteries, both in aircraft as well as in what passengers bring on the aircraft. There was also the recognition of the importance of conducting a risk assessment prior to the start of rescue operations by the inclusion of new language for factors the AHJ should take into account when conducting the risk assessment. There has been new language added that discusses the increased use of aircraft interior access vehicles at airports and how they can be used to assist in rescue operations.

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iaison This list represents the membership at the time the Committee was balloted on the final text of this edition. Since that time, changes in the membership may have occurred. A key to classifications is found at the

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